around the world. ent on earth mainsuch an elaborate lighthouse servas the United States. Consider that coast line of the United States and its s is nearly 49,000 miles longtwice the circumference of the earth-and you will understand why. And still Uncle Sam does not do full justice to who go down to the sea in ships The cry comes from the Florida reefs and from the tortuous channels of Alaska for more lights that lives may be saved; it comes from every quarter of the coun try where there are navigable waters, the

The government of the Philippine Islands maintains its own lighthouse establishment, the Panama Canal Zone has its alds to navigation as a part of canal administration, but all the remainder of the coast line of the possessions of the United States is protected by the bureau of lighthouses of the Department of Com

use of which is increasing.

This remaining coast line is 46,828 mile This remaining coast line is 46,328 miles long. There is included in this mileage the 4,020 miles of American shore on the great lakes and 5,478 miles of interior and coastal rivers that need protection. Nearly 5,000 lighthouses, lightships, fixed lights are maintained on this water frontage. In addition there are more than 8,600 unlighted aids, such as fog signals, submarine signals, buoys and daymarks

long. There is included in this mileage the 4,020 miles of American shore on the great lakes and 5,478 miles of interior and coastal rivers that need protection. Nearly 5,000 lighthouses, lightships, fixed lighted beacons, gas buoys and float lights are maintained on this water frontage. In addition there are more than 8,600 unlighted aids, such as fog signals, submarine signals, buoys and daymarks kept up t v the bureau.

A smart little navy of forty-five vessels, called lighthouse tenders, is supported to look after these. And the total cost of the whole service to Uncle Sam heretofore has not exceeded \$6,000,000 a year, the construction of new tenders, lighthouses, works of various sort, included. This year the bureau is asking Congress to appropriate about \$1,000,000 more, about \$2,000,000 of the total amount to be expended in new work. At \$6,000,000 a year, the per capita cost to the people of the United States, estimating the present population at 100,000,000,000, is 6 cents. Only an actuary of powerful imagination can calculate the return in lives and property saved.

Five thousand five hundred men and women—for there are a few woman lite.

red.

The thousand five hundred men and men-for there are a few woman life pers-make up the personnel of this turesque and highly efficient lighthouse vice. Most of these are actually with lights and beacons; only 211 are in executive, engineering and clerical ces. It isn't a service topheavy with ecting heads. Of light keepers there 1,733; 1,570 care for the little postints one finds on rivers, lakes and bays; 16 are on the lightships and lightise tenders, and 489 are in the conjuction and repair force.

on. The steamer ran down and crushed over the world as one of the most seasure reasons wept lights in existence, suffered particularly.

One hundred and thirty-two feet above sea level is the giant lens of this light. Nevertheless, whipped by the wind, the waves rose still higher and for more than fourteen hours pounded their tons of water against the topmost part of the tower. The first great wave smashed in the panes of the light, and thereafter literally millions of gallons of water were poured into the top of the tower, drenching the whole place and endangering the whole place and endangering the whole place and endangering the world wave stopped to the keepers. In a storm in an earlier year a mass of concrete weighing half a ton was lifted from its resting place, eighty-eight was begun, the foreman of the work was drowned the first day of operation in trying to get ashore. Baptized in blood. Tillamook has a savage record.

October, 1912, like November, 1913, produced a tearful storm about Tillamook. For seven weeks the keepers were completely isolated, the light tender not daring to approach because of the surly sea. The light was smashed and the fog signal, whose horns are ninety-five feet above sea level, was put out of commission by being filled with stones thrown into them by the waves.

Thirteen miles off Cape Hatteras. No. 2, on station at Cross Rip, Mass., under the day of the same was the seal evel, was put out of commission by being filled with stones thrown into them by the waves.

The light was smashed and the fog signal, whose horns are ninety-five feet above sea level, was put out of commission by being filled with stones thrown into them by the waves.

The light was smashed and the form was the station and the proper state of the strench of t

the ships in thick weather are not intre-quent—and smashed her up badly. In September, 1913, a storm dragged her nearly a mile from her moorings, and the same state of the saving media awarded by Treasury Department."

In such unhappy situation Representa-ing a case in Chicago. The city judge, him keeper; Alfred L. Cornell, first assistant keeper; Royal G. Petersen, second as-

the resulting Illum ination would send a brilliant band of light completely

SOMBRERO KEY LIGHT ON A CORAL REEF

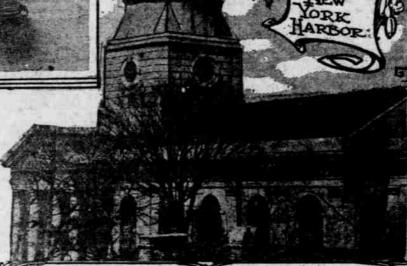
Here is the official statement in regard to the case of Robert Allen, keeper of the Presque Isle plerhead light station, Pa., dramatic in the very curtness of its phrasing: "Rescued two persons who were about to drown while bathing in Lake Erie. Life saving medal awarded by Treasury Department."

Here are the hones of a story of dramatic human interest: Henry R. Beyry, ing a

LIGHT VESSEL ON FRYING PANSHOALS N.C.

station of many storms and great danger, seems to get rather more than her share of bad weather, judging by the records in the lighthouse bureau. The chief engineer of this ship, by the way, is Michael O'Rourke, the same Michael O'Rourke who has figured, without disguise of name, in a series of popular fiction stories written about the work of the lighthouse service. O'Rourke is the same philosose service. O'Rourke is the same philosose sophical, witty character in real life that he is pictured in fiction.

In reporting on the storm of January 2 last the master of this vessel tersely described how the seas that came aboard smashed his pilot house, carried away considerable of the superstructure of the ship, tore the bridge binnacle of the ship, tore the bridge binnacle engine room, cut Scaman C. Carlson again about the head with bits of fixing else.



A TYPICAL LIGHT

most dangerous spots, can have their families with them; they get well built and decently furnished homes free; they have the use of the land about the lighthouses, where there is any land, to cultivate a garden and on which to keep cows and chickens, and they have the deep sea in which to fish and eke out their fare; and also they get 30 cents a day commutation of rations.

But the man aboard the lightship fares not so well. He is cooped up in a prison that ramps and charges and drags at its moorings most of the time. Then, too, in fog he is always liable to waken out of a sound sleep to find that a missuided steamer has poked her nose through the side of his home and jostled him into the salt and icy ocean. Many a stout lightship has been mishandled in this manuer.

a stout lightship has been manner.

In view of all this the lightship man is a bit better paid. Then, too, he is allowed ninety days leave every year. He does not take this all at once, but spreads it along in reliefs. Lighthouse keepers are allowed seventy-two days a year leave. They also take it in reliefs.

Possibly the most curious lighthouse in the country is in Charleston, S. C. The stately spire of St. Philips' Church is used for the purpose, its lamp being one

come from they think I'm just about e best lawyer in that neck of the best lawyer in that neck of the best lawyer in that neck of the best have in the left and a motor cycle passed him. He turned to work the left and a motor cycle passed him. Departments he looked above him and an other cycle passed him. Departments he looked above him and an expersion he dropped into a manhole and the verze of a commitment for commitment

At the head of the bareas of lightfrom the class, proceedings of the control in the work, who is known as commissioned with the control in the work, who is known as commissioned with the control in the work, who is known as commissioned with the control in the work, who is known as commissioned with the control in the control in the work of the American Jest my the Bernstein as sand time in the control in



Spoke Right Out.



A man with the nerve and the "pep" to ravish away from Uncle Joe Cannon his time-honored seat in the House of Representatives - a feat of daring accomplished in the political cyclone of 1912 by Frank T. O'Hair - isn't the kind to sit modestly silent in the courtroom when he

wife upbraided him severely.

"Well, you see, my dear,' he replied, 'as I din't have you with me I enjoyed myself only half as much; and therefore I had to stay twice as long.'"

The court gasped, wavering an instant on the verge of a commitment for contempt. But a second glance into the face of the young lawyer showed him there was no triffing there. Throughout the rest of the trial young O'Hair got attention—and his client a verdict at the close.



ners. After he had been standing there colored brothers who have a strong lean-

should divide their joys. "For then," says he, "they multiply." In this connection he relates the following anecdote:

"Your honor, you think I'm a rube, a hayseed; but you're mistaken. I'm number of the bown in the part of the country it come from they think I'm just about the best lawyer in that neck of the woods. I'm of the same opinion, and, if you'll simply give the a fair abow, it won't be long before you'll agree with me I enjoyed and the record of the verge of a commitment for contempt. But a second glance into the face of the subway train ran over him."

"Why," laughed the stranger, "this crowd is here all the time."

"Well, then," said the country might as well try to get across the street."

"He made a dart and had reached the middle of the street when the gong of a trolley car stopped him. He turned to go in the opposite direction, when the car on the other track stopped him. He turned to woods. I'm of the same opinion, and, if you'll simply give the a fair abow, it won't be long before you'll agree with me I enjoyed.

The court gasped, wavering an instant on the verge of a commitment for contempt. But a second glance into the face of the vourse lawyer into the country and therefore."



